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OSA 3124-64
30 June 1964

MEMORANDUM FOR: Deputy for Field Activities, OSA
SUBJECT: Modifications to System 9A
REFERENCE: Final Analysis of U-2 Reconnaissance
Mission GRC-024C, 16 March 1964
SC-07551/64- [REDACTED] 1 June 1964

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1. The referenced memorandum pointed out the inability of the System 9A to respond to the SCAN THREE AI radar. This is to be expected, with the present 9A configuration, because the system limits "recognition" to signals with SCAN rates below 60 CPS. The SCAN THREE, with its 83 CPS SCAN rate, has never been considered a threat to the U-2 (to date, the SCAN THREE has only been used in relatively low-altitude aircraft) and this limitation of the System 9A has not been considered serious.

2. However, the possibility that the SCAN THREE radars may come into more general use in high flying aircraft (in addition to the obvious difference of opinion on the importance of responding to this signal) has prompted reconsideration of this point. A contract is being negotiated with [REDACTED] to provide for the following modifications to System 9A:

A. Raise the CON SCAN filter limits to 20-200CPS. (This will also permit flight test evaluation of the System 9A against American AI systems without necessitating removal of the SCAN filter circuitry).

B. Reduce "turn-on" time of the system to .5 seconds (presently 2-4 seconds) to permit more rapid response to an attacking AI radar system.

C. Make slight modifications to the System 9A which will improve performance against double pulsing AI systems.

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3. Work effort to accomplish the above modifications is relatively slight. Mod Kits are expected within approximately 40 days. The cost per system is approximately [REDACTED]. Modifications A. and B. can be expected to slightly increase the "false alarm" probability, but not significantly so. It is believed that the improved operational effectiveness of the system will more than off-set any negative effects which may be reasonably anticipated.

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[REDACTED]
Acting Chief, Communications Division
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